City of Seattle

Gregory J. Nickels, Mayor
Department of Planning & Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2403307

Applicant Name: University of Washington

Address of Proposal: 1200 NE Pacific Street (Research and Technology Building)

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for future construction of a six story major institution building (Research and Technology Building). Project includes replacement of existing surface parking for 67 spaces with parking for 67 vehicles located within the structure. Project also includes 28,000 cubic yards of grading.

Mitigated Determination of Non-Significance prepared by the University of Washington.

The following approvals are required:

SEPA - To impose conditions, Chapter 25.05, Seattle Municipal Code. MDNS issued by the University of Washington.*

SEPA DETERMINATION: [ ] Exempt [ ] DNS [X] MDNS [ ] EIS

[ ] DNS with conditions

[ ] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.*

*Mitigated Determination of Non-significance issued by the University of Washington on April 5, 2004. No comment letters received during the comment period, which ended on April 19th, 2004.

BACKGROUND DATA

Existing Conditions

The project site is at the westernmost edge of the University of Washington's West Campus, which is located within the University District Urban Center. The West Campus is bounded generally by 15th Avenue NE on the east, Roosevelt Way, the University Bridge the Interstate 5 Bridge to the west and Pacific Avenue NE and Northlake way to the south.

This particular site is bounded by 7th Avenue NE, Pasadena Place NE, Northlake Place and NE Pacific Street. The Burke Gilman Trail is separated from the site by a 25' right of way which is adjacent to the northern boundary of the site. The site also contains a below grade 108 inch Metro sewer main cross along the northern border of the site. No development is proposed in these areas. This site is identified as "27W" in the University of Washington Campus Master Plan. The University of Washington Campus Master Plan and EIS anticipated development of approximately 145,000 square feet of above ground floor area at this location.

The bulk of the site is at an elevated grade. The site slopes down sharply to the east, south and west. This slope is less than 20 ft in overall height and although mapped as an environmentally critical area the project has received an exemption under DPD project #2403907 from the steep slope development standards of SMC 25.09.140 because the slope is limited and not part of a larger slope system. The site is currently used for parking (Lot W44). It contains a 67-stall parking lot and a bike rack.

Uses to the east include the University of Washington Publications Services Building, and surface parking. To the south are several small commercial uses such as a coffee roaster and restaurant as well as the University Occupational and Health Services Lab. Further south are marine uses including boat sales and dry boat storage uses. The parcel west of the site houses a Washington State Department of Transportation field office.

North of the site is an intersection of several arterial streets, specifically NE 40th Street, 7th Avenue NE and NE Pacific Street. The site is not accessible from either NE Pasadena Place or 7th Avenue NE abutting the site. There is also a Metro substation north of this intersection. Single and multifamily residential apartments are the primary uses north of this intersection.

The University of Washington Campus Master Plan and the official Land Use Map identify this area as having a Major Institution Overlay with a height limit of 65 feet (MIO-65). Adjacent rights of way are partially improved with hard surface roadways but no curbs, gutters or sidewalks. There are no street trees along any of the site frontages. The site does contain some minimal vegetation, shrubs and trees.

Proposal

The proposed Research and Technology Building will be a 6-level structure containing approximately 122,295 square feet of floor area, not including the parking garage. The existing 67 parking stalls provided in the existing lot would be retained in a partially above and below grade garage. The building could be occupied by any number of University academic uses requiring lab space. The final University tenants have not been determined at this time.

Building materials would include common brick, vision glazing, spandrel glazing with frit, painted ribbed metal panels, exposed natural concrete, painted metal doors, glass entry doors, and painted metal roll down doors at the parking garage and loading dock entrances.

Main entries to building would be from the Burke Gilman Trail and Pasadena Place NE. A vehicle entrance to the parking garage would be located on the western end of the Northlake Place frontage and a loading dock would be accessed from Pasadena Place.

In conjunction with the construction of the building, utilities would be relocated, including storm drains, several water lines, and on-site light poles with power supply.

The site work for the Research and Technology Building is proposed to begin in 2004. Completion of the building is scheduled in late 2005.

Public Comment

No comment letters were received during the comment period for the Master Use Permit application, which ended August 11, 2004.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

In April, 2004 the University of Washington issued the Mitigated Determination of Non-significance (MDNS) for the Research and Technology Building incorporating by reference the University of Washington Master Plan Seattle Campus 2002-2012 Draft and Final Campus EIS. Project specific environmental impacts of the *Research and Technology Building* have been disclosed and analyzed in the expanded environmental checklist prepared by the University of Washington, acting as Lead Agency.

The Seattle SEPA Ordinance provides substantive authority to require mitigation of adverse environmental impacts resulting from a proposed project (SMC 25.05.655 and 25.06.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may only be imposed to the extent that a given impact is attributable to a proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be imposed only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may not be necessary.

ENVIRONMENTAL IMPACTS

Elements of the environment considered in the expanded environmental checklist included: Earth, Air, Water, Energy, Environmental Health, Noise, Land Use and Shorelines, Land Use relationships to Plans and Policies; Aesthetics, Light Glare and Shadows; Historic and Cultural Resources; Transportation, Circulation and Parking; Public Services and Utilities. Please refer to expanded SEPA checklist and MDNS, Section I, April 2004 for a complete description of affected environments.

The information provided by the University and its consultants, and the experience of the lead agency with the review of similar proposals form the basis for review of this proposal. The potential environmental impacts disclosed in the checklist are discussed below

Short-Term Impacts

Construction activities could result in the following adverse impacts: construction dust and stormwater runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and public utilities; and a small temporary increase in traffic and parking impacts due to construction workers' vehicles. Many of these impacts are limited in scope and are addressed by existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. In addition to these existing codes and policies, the University has incorporated several measures into its proposal to further mitigate construction-related impacts noted in each section. The following is an analysis of the short term and largely construction related impacts of the proposal.

Earth

The UW indicates that the excavation and export of soil material off-site and import of structural fill material would result in approximately 28,000 cubic yards of material being trucked to and from the site. The geotechnical discussion included in checklist (Section I, pg. 8-10) indicates that extensive site excavations and stockpiling of materials have the potential to create localized erosion. Geotechnical investigations did not show evidence of unstable soils. Groundwater in water-bearing sands would be exposed in the lower portion of the excavation required for the proposed building, and some de-watering may be required.

Erosion could occur during construction, primarily if construction were to occur during wet weather. Temporary Erosion and Sedimentation Control Measures (TESC) would be implemented to reduce the risk of construction-related erosion. Without mitigation, short-term construction impacts in terms of soil erosion and slope stability could be adverse. Therefore the University's checklist identified mitigation measures that the University will institute to mitigate those impacts.

The checklist notes the following mitigating elements would be implemented to reduce the risk of construction-related erosion by the proposal:

- The ground surface in the construction area will be sloped and sealed to reduce water infiltration, to promote rapid runoff, and to prevent water ponding.
- To prevent soil disturbance, the size or type of construction equipment may be limited.
- No soil will be left uncompacted and exposed to moisture. A smooth-drum vibratory roller, or equivalent, will be used to seal the ground surface.
- Work areas and soil stockpiles will be covered with plastic. Bales of straw and/or geotextile silt fences would be used as appropriate to control soil erosion.

- Excavation and fill placement will be observed on a full-time basis by a geotechnical engineer (or engineer's representative) experienced in wet weather earthwork to determine that unsuitable materials are removed and that suitable compaction and site drainage is achieved.

- Excavation slopes will be protected from infiltration and erosion by directing water away from excavations and covering slopes with impermeable membranes, such as plastic sheeting.

- Excavated materials, stockpiles, and equipment will be placed away from the top edge of excavations a distance equal to at least the depth of the excavation.

- Temporary shoring will be implemented during construction and will consist of a conventional soldier pile and tieback system.

- Any excavation in proximity to the Burke-Gilman Trail will be coordinated with the City of Seattle.

- Dewatering of soils will be performed during construction pursuant to a dewatering plan provided by the contractor which will include the following measures:

  Water will be removed from the area of building excavation by a combination of temporary wellpoints installed just outside of the face of excavation to draw the water table down below the bottom of footing elevation, and collection pipes or channels within the excavation to collect water that enters the site. All water from either system will be collected to a single location and treated to allow sediment to settle out before discharge to the storm sewer system.

A complete discussion of these measures is included on pages 8-10, *Section I* of the MDNS.

The MDNS indicates no probable significant adverse impacts to soils stability during construction would result with these measures in place. Pursuant to the Overview Policy (SMC Section 25.05.665, and the Construction Impacts Policy (SMC Section 25.05.675B), compliance with the grading and drainage control ordinance as it relates to best management practices during construction above will be sufficient to mitigate construction related earth impacts and no additional conditions are warranted.

Air Quality

Construction of the Research and Technology Building will result in localized short-term increases in particulates, in which carbon monoxide could temporarily affect the quality in the vicinity. Construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Construction activities will result in an increase in suspended particulates, which could affect the quality of in the vicinity. Several of the erosion control measures noted above will also serve to decrease potential impacts to air quality resulting from dust.

During construction, on-site activity and periodic traffic delays on adjacent streets could contribute to slight increases in localized vehicle emissions but it is not expected that these emissions would result in a violation of any local ambient air quality standards.

The checklist notes the following mitigating elements of the proposal:

- Air quality in the City of Seattle is regulated by three agencies: the US Environmental Protection Agency (EPA), the Washington State Department of Ecology (DOE), and the Puget Sound Clean Air Agency. Each agency has established regulations that govern the concentration of pollutants and contaminant emissions from air pollution sources.

- The University of Washington has a Transportation Management Plan that provides commuting options for University students, staff and faculty, reducing the number of single occupancy vehicle trips and associated vehicle emissions. Vehicle emissions resulting from the proposed development will be in accordance with relevant adopted regulations.

- Electric equipment and machinery will be preferred rather than gas-powered equipment.

  Pursuant to the authority of the Overview Policy (SMC Section 25.05.665, and the Construction Impacts Policy (SMC Section 25.05.675B), in order to limit the amount of dust associated with grading, excavation and stockpiling of soil, further mitigation in the form of frequent watering of exposed soils and/or covering of stockpiled soil piles with visqueen or similar material will be required. Construction equipment and haul trucks should be washed, as needed, before exiting the site to minimize dust impacts.

Water Quality

Portage Bay and the Lake Washington Ship Canal are located south of the project site. The project site does not include any natural drainage features. Currently, the project site is used for open surface parking. Overland stormwater runoff from the project site is conveyed to an existing City/University Stormwater system and discharged to the Ship Canal.

The checklist notes that geotechnical investigations on site revealed groundwater at depths ranging from approximately 22 feet to 30 feet below grade. Groundwater on the project site is expected to vary as a function of season, precipitation and other natural conditions. The checklist indicates that some dewatering may be necessary during construction (approximately six to eight months) but that no long-term adverse impacts to water quality would result with the earthwork and site preparation measures noted above.

The checklist notes the following mitigating elements of the proposal:

During any dewatering, water will be removed from the area of building excavation by a combination of temporary wellpoints installed just outside of the face of excavation to draw the water table down below the bottom of footing elevation, and collection pipes or channels within the excavation to collect water that enters the site. All water from either system will be collected to a single location and treated to allow sediment to settle out before discharge to the storm sewer system.

Future development will contain a stormwater control system designed and managed consistent with applicable stormwater standards of the City of Seattle.

Construction of the proposed building will incorporate erosion control measures described in the forgoing discussion.

As described in checklist (*Section I p.12*), with these mitigation measures in place, no probable significant adverse impacts to water quality would result from the proposal. In fact, because the untreated runoff from the existing parking area will be eliminated, the water quality of surface drainage entering the lake should improve with the project in place. Therefore, pursuant to the Overview Policy (SMC Section 25.05.665), and the Construction Impacts Policy (SMC Section 25.05.675B) no additional conditions are warranted.

Noise

The site is located near several arterial streets and below the Interstate 5 Bridge. Automobile traffic on Interstate 5 results in high ambient noise levels in the area. Nearby residential receptors include those single and multifamily properties located to the north across NE 40th Street. These residential uses experience similar high ambient noise levels.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, and pneumatic hand tools) would occur as a result of construction and construction-related traffic.

In accordance with City of Seattle regulations (SMC 25.08.425) construction activities would be limited to applicable noise levels during nighttime (10:00 PM to 7:00 AM and 10 PM to 9 AM on weekends). Given the high level of existing environmental noise and low level of anticipated post-construction noise, no measures would be necessary to reduce or control post-construction noise impacts from the proposed development.

To mitigate noise impacts resulting from construction, the checklist notes the following mitigating elements of the proposal:

- In accordance with City of Seattle regulations, construction activities would be limited to applicable noise levels during nighttime hours (10:00 PM to 7:00 AM weekdays and 10:00 PM to 9:00 AM weekends) per the City's noise regulations covering construction noise (Seattle Municipal Code 25.08.425).

The checklist indicates no significant adverse impacts from Noise would result from the proposed project with these mitigation measures in place. Pursuant to the Overview Policy (SMC Section 25.05.665), and the Construction Impacts Policy (SMC Section 25.05.675B) no additional conditioning is warranted.

Construction Traffic &Parking

The checklist indicates that excavation, export and import of soil would result in approximately 28,800 cubic yards of material being trucked to or from the site. Exported and imported material would be hauled by a combination of 10 yard and 20 yard trucks. Approximately 1600 truck

trips would be spread over a six-month time frame. Construction vehicles and haul trucks would enter the project site from NE Northlake Place. Occasional closures of adjacent roadways and sidewalks may be required.

Temporary closure of sidewalks and/or traffic lane(s) is typically addressed through Seattle Department of Transportation permits. The Burke Gilman Trail would not be closed for construction.

The checklist notes the following mitigating elements of the proposal:

- The contractor shall be required to submit a traffic control plan for any proposed closures. The Burke-Gilman Trail should remain open at all times.

It is the City's policy to minimize temporary adverse impacts associated with construction activities. Thus, pursuant to the Overview Policy (SMC Section 25.05.665, and the Construction Impacts Policy (SMC Section 25.05.675B), project approval will be conditioned upon the University and/or responsible party(s) securing timely approval of a Truck Trip Plan. To ensure that construction related truck traffic does not adversely affect traffic operations, one element of this plan shall be a requirement that truck trips be scheduled to avoid peak periods of 7:00 – 9:00 AM and 3:00 – 6:00 PM, Monday through Friday and shall avoid coinciding with Husky football games (before and after the games).

A pedestrian circulation plan showing how existing routes will be altered during construction and notification/signage regarding alternative routes shall be submitted to DPD for review.

In order to prevent construction worker vehicles from over utilizing parking in the surrounding neighborhood, the contractor may be required to provide a shuttle for construction workers to and from the site. The location of construction worker parking will be noted on the truck trip plan. With these conditions, pursuant to the Overview Policy (SMC 25.05.665) and the construction impacts policy (SMC 25.05.675B) the project's anticipated adverse short-term transportation impacts will be adequately mitigated.

Long-Term Impacts

Long-term or use-related impacts are anticipated from the proposal such as increased bulk and scale on the site, increased demand on public services and utilities; increased production of hazardous materials (medical wastes), increased light, glare and shadow; and increased energy consumption. Many of these impacts are limited in scope and not considered significant. Some of these impacts are also addressed by other codes and policies such as the Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Campus Master Plan (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). The Research and Technology Building represents a substantial addition to the West Campus of the University of Washington. Therefore, the MDNS included thorough analyses of potential long term impacts and some additional discussion is warranted.

Views

The University of Washington Seattle Campus Master Plan (2003) designates 7th Avenue NE right-of-way as a view corridor. (Page 114 Seattle Campus Master Plan). Master Plan policies call for future development on the site to maintain a view corridor along the 7th Avenue NE alignment, and for consideration of potential view access from the Burke-Gilman Trail through setbacks and building height. Section 25.05.675 P of the SEPA code describes the City's policies for protecting public views. "The City has developed particular sites for the public's enjoyment of views of mountains, water and skyline and has many scenic routes and other public places where such views enhance one's experience…Adopted Land Use Codes attempt to protect private views through height and bulk controls and other zoning regulations but it is impractical to protect private views through project-specific review."

The view corridor along 7th Avenue NE will be maintained. The intersection of 7th Avenue NE Ave., the Burke Gilman Trail as well as the stairs to Pasadena Place will be enhanced. Design features include enhanced pedestrian access, building setbacks and landscaping. These features will enhance viewing opportunities down the 7th Avenue Corridor.

SEPA provides authority to mitigate obstructions of public view from several specified public places around the city in certain City parks, scenic routes and viewpoints. [SMC 25.05.675 P (2) A] In this case, none of the protected viewpoints that are listed in the code would be affected by the project. The Master Plan indicated that the view corridor along 7th Avenue NE will be protected and enhanced with a pedestrian connection and landscaping. The MDNS did not identify any view impacts that would require mitigation pursuant to SEPA policies public view protection (SMC 25.05.675P), thus no mitigation is warranted.

Height Bulk and Scale

Seattle's SEPA Policy on Height, Bulk and Scale provides that development should be reasonably compatible with applicable goals, policies, plans and regulations. Further, development should provide for a reasonable transition between areas of less and more intensive zoning.

Surrounding Development

The area slopes generally north to south with lower density residential development located several hundred feet to the north and at a substantially higher grade than the proposed project. There is a substantial topographic break which coincides with the Pacific/40th/7th Avenue intersection providing a separation between residential development and the University Campus and Commercial areas below.

Development south of the Pacific/40th/7th Avenue intersection is generally urban, with low-rise buildings ranging from 1 to 4 stories including the 4-story Northlake Building and the 3-story Publications Services Building, adjacent to the site. The Publications Services Building and the nearby Stevens Court student housing are larger in scale than other existing buildings in the vicinity.

Because the Research and Technology Building is built into the hillside, at 6 stories it would be compatible with surrounding commercial development. When viewed from the Burke Gilman Trail, north of the site, only 4 stories would be visible.

Master Plan Policies

The Campus Master plan development standards call for a minimum setback of 20 feet from the Burke Gilman Trail, and Master Plan policies call for consideration of even greater setbacks from the trail when possible. The proposed project would provide a 45 foot setback from the trail.

The Campus Master Plan allocated up to 145,000 square feet of above grade floor area at this location with a height of 65 feet (Campus Mast Plan Section IV, p.83). The Research and Technology Building meets this height limit and at approximately 122,295 square feet of floor area, the building would be smaller than the square footage set forth in the Master Plan.

Master Plan Policies suggest limiting new development to a height of development to 50 feet above the trail surface and maintaining a view corridor along 7th Avenue Northeast adjacent to the project site (Section IV Campus Master Plan Illustrative Development P. 114). The proposed project roof height would be within 50 feet of the surface of the Burke Gilman Trail. The setback and the view corridor along the trail and 7th Avenue Northeast would be preserved and enhanced with landscaping and improved pedestrian connections to between the trail and NE Northlake Place. Based on these design elements, the proposed project is consistent with the relevant Master Plan Policies and development standards relating to Height Bulk and Scale.

SEPA Policies

"The purpose of the City's adopted land use regulations is to provide for smooth transition between industrial, commercial, and residential areas, to preserve the character of individual city neighborhoods and to reinforce natural topography by controlling the height, bulk and scale of development." SMC 25.05.675 G.

The checklist notes the following mitigating elements of the proposal:

- The proposed building will adhere to relevant policies and standards of the University Master Plan of 2003 related to building height, setbacks, lot coverage and landscaping. The development would also incorporate a connection to the Burke-Gilman Trail, provide adequate building setback from the Burke-Gilman Trail, and maintain the existing view corridor from 7th Avenue NE as required by the Master Plan.

Given the slope of the site, the setback from the Burke Gilman Trail and the limited height of the building above the trail, the apparent bulk and scale of the building will be compatible with surrounding development and within the adopted development standards of the Campus Master Plan. While a prominent addition to the urban landscape, the MDNS indicates that the *Research and Technology Building* will not result in significant adverse bulk and scale impacts and no mitigation pursuant to SEPA policies relating to height, bulk and scale is (SMC 25.05.675G) warranted.

Shadows

Uses near the site that could be affected by shadows include the Burke-Gilman Trail, which is adjacent to the northern site boundary. The trail is at a grade 8-10 feet higher than the proposed building grade. The Burke Gilman Trail is the only area protected by Seattle's SEPA policy that could be affected.

The existing Northlake Building and Publications Services Building cast shadows on the Burke Gilman Trail to its north primarily during the winter when the sun is at a low angle. The I-5 Ship Canal Bridge casts shadows on portions of the Trail and the surrounding neighborhood when the sun is bright (not obscured by clouds). The University of Washington Master Plan contains policies which direct development to be sensitive to the impacts on open space.

Seattle's SEPA policies are directed at "minimizing or preventing light blockage and the creation of shadows on open spaces most used by the public." Areas outside of downtown to be protected include: publicly-owned parks, public schoolyards, private schools that allow use of schoolyards during non-school hours, and publicly-owned street-ends in shoreline areas.

Given the existing shading impacts of the Ship Canal bridge on the trail and the mitigation measures proposed, (setbacks and from the Burke Gilman Trail and reduced height relative to the trail) impacts from shading are adequately mitigated. No additional conditioning is warranted pursuant to SEPA's Shadows on Open Spaces policy (SMC 25.05.675 Q).

Traffic

The site is located near the Pacific Avenue corridor within the University Hub Urban Village. The following roadways would provide vehicular access to the site.

NE Northlake Way is not explicitly classified as an arterial, although the Pacific Avenue corridor (which includes the portion of NE Northlake Way near the study site) is classified by both the City of Seattle and the University Community Urban Center Plan (UCUCP) as a Principal Arterial. This roadway provides access to all the local businesses nearby and including the project site. Between 6th Avenue NE and 8th Avenue NE, the roadway is four lanes with angled parking on the north side of the street. Bike lanes begin east of 8th Street NE. Approximately 15,900 vehicles use this road each day.

NE Northlake Place is a two-way local street which operates as an access road to the developments between NE Northlake Way and the Burke-Gilman Trail. Along this roadway, there is free on-street parking unrestricted except for a small segment on the west side which is restricted to two hours. Approximately 200 vehicles use this road each day.

7th Avenue NE, between NE Northlake Way and the Burke-Gilman Trail, is a local street which operates as an access to the developments off of NE Northlake Way. This roadway includes free, unrestricted and unmarked parking on both sides of the street. Approximately 500 vehicles use this road each day.

Pasadena Place NE, between NE Northlake Way and the Burke-Gilman Trail, is a local street which operates as an access to the developments off of NE Northlake Way. This roadway includes free, unrestricted and unmarked parking on both sides of the street. Approximately 200 vehicles use this road each day.

6th Avenue NE is a local street and the only north-south roadway that crosses the Burke-Gilman Trail near the study area. This roadway provides access to the site from the north including access to and from Interstate 5. Approximately 10,900 vehicles use this road each day.

The number of existing parking spaces currently available is 67, the same number of spaces to be included in the parking structure. The MDNS and traffic study indicate the proposed project would generate approximately 13 additional PM peak hour trips. Further, the Research and Technology Building will fall under the University of Washington's Transportation Management Program that includes parking pricing and the "U-Pass" transit subsidy.

Because no additional parking will be provided and University parking garages are located throughout the Campus, existing vehicle trip distribution is not anticipated to change in any meaningful way. As with other University buildings, pedestrian and cycle circulation are anticipated to be the primary means of access the building. The building would provide secure bicycle parking.

The traffic analysis prepared by the University indicates that adjacent intersections would continue to operate at the same level of service, (none worse than LOS D) with or without the project in place. Because this project would have a negligible impact on traffic operation in the area, and would be subject to the University's Transportation Management Plan no additional conditioning is warranted pursuant to SEPA policies for traffic and transportation SMC 25.05.675 R.

Parking

The site will provide 67 vehicle parking spaces with the project in place, which is the same number as existing. Some informal on street parking would be eliminated by required frontage improvements such as curbs, gutters and sidewalks. The building will be expected to generate the same parking demand as that in the existing lot. This parking demand can be met in the proposed parking garage and in University parking facilities within 1500 feet of the project site, which have capacity for 132 additional vehicles. (MDNS Appendix A Transportation Technical Report).

There are 79 unrestricted parking spaces and 10 2-hour spaces in the immediate vicinity of the project site. The University's transportation consultant anticipates that the proposed street improvements could reduce the immediately adjacent on-street parking supply of 23 spaces by about 10 spaces. In terms of parking demand, the consultant also identifies the possibility that some building users might elect to use on-street parking in the nearby streets rather than use nearby campus parking spaces. The consultant concludes that this impact would be difficult to manage without either a parking permit programs (e.g. Residential Parking Zone) or metered parking.

The University identified the following measures to mitigate potential parking impacts:

- Project will be included in the University's Transportation Management Plan (TMP), including elements such as parking pricing and the U-Pass program.

- To encourage pedestrian circulation, the project will provide a free and unobstructed path between the proposed development and the Burke-Gilman Trail for both bicyclists and pedestrians.

- To encourage bicycle circulation the project will provide a direct and paved bicycle trail between the Burke-Gilman Trail and the project site for bicycle parking. The existing stair from the Burke-Gilman, which is located between the project site and the adjacent Publications Building site immediately to the east, is being re-developed to accommodate the bike trail. Bicycle parking will be provided within the new building.

- Consistent with existing Master plan requirements, the City and University continue to evaluate the need for a residential parking permit zone in these neighborhoods prior to implementing any specific permit zones. If at some point in the future conditions warrant mitigation, then the City should take advantage of agreements already in place with the University to institute a parking permit program

- Further, the Campus Master Plan has extensive monitoring, evaluation and reporting requirements with regards to parking conditions surrounding the University. *See* page 166-169 Chapter VII Campus Master Plan.

- These requirements dictate that University will "support local groups in the development and implementation of RPZs." Further, the Master Plan also requires that when an RPZ becomes necessary, the University must pay for the set up costs and in both the primary and secondary impact zones surrounding the University. *See* page 162, Chapter VII Campus Master Plan).

Given existing Master Plan Policies and the measures noted above, no additional conditioning is warranted pursuant to SEPA policies for parking SMC 25.05.675 M.

DECISION – SEPA

The expanded environmental checklist, Master Use Permit plans submitted on the project; and responses to requests for information all comprise DPD's record. Pursuant to SMC 25.05.600.D.1, DPD relies on the environmental documents and technical reports prepared by the University of Washington in their role as lead agency. DPD has determined that the MDNS issued and utilized for the environmental analysis of the *Research and Technology Building* and permitted herein, is adequate. The SEPA conditions listed below are imposed based on Master Use Permit (MUP) plans as well as on all environmental documentation submitted to date.

SEPA CONDITIONS

Prior to Issuance of a Construction Permit

1. Submit to DPD for review and approval a Truck Trip Plan which delineates the routes and the travel hours that trucks carrying project-related materials will employ to minimize negative traffic and noise impacts. Scheduled truck traffic shall avoid peak periods of 7:00 - 9:00 am and 3:00 - 6:00 pm, Monday through Friday and shall avoid coinciding with Husky football games (before and after the games).

2. Submit to DPD for review and approval a pedestrian circulation plan showing how existing routes will be altered during construction and how users will be notified of changes to existing routes and alternative routes in the immediate area.

3. Provide a plan showing the location of off street parking for construction workers. Depending upon the location of the parking, the contractor may be required to provide a shuttle to and from the site.

During Construction

4. To minimize dust and tracking of dirt onto nearby streets, construction equipment and truck undercarriages shall be washed, as needed, before exiting the site.

5. In order to minimize dust particulate emissions, exposed soils shall be sprayed with water regularly or covered with visqueen or similar material.

Signature: (signature on file) Date: December 16, 2004
Lori Swallow, Land Use Planner,
Department of Planning and Development

LS:rgc
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